

Appl. No. 10/089,135

Amdt. Dated 12/16/2005

Reply to Office action of October 18, 2005

**Amendments to the Claims:**

This listing of claims will replace all prior versions, and listings, of claims in the application:

**Listing of Claims:**

Claims 1-24 Canceled

25. (Currently amended) A patch mounted within a pneumatic tire, characterized by the patch having a first side mounted against an innerliner of the tire, a second arcuately-shaped convex side and an internally threaded member for threadably receiving an externally threaded member extending from a side of an electronic tag;

wherein:

when the externally threaded member is threaded into the internally threaded member, the electronic tag is external to the patch, and the side of the electronic tag at least partially abuts the arcuately-shaped side of the patch.

26. (Canceled)

27. (Currently amended) ~~Apparatus~~ The patch, according to claim 25, characterized in that: the electronic tag is disposed within the pneumatic tire; and the side of the tag from which the externally threaded member extends is flat.

28. (Currently amended) ~~Apparatus~~ The patch, according to claim 27, characterized in that: when the externally threaded member is threaded into the internally threaded member, approximately one-half of the flat side of the tag is substantially in abutment with the arcuately-shaped side of the patch.

29. (Currently amended) ~~Apparatus~~ The patch, according to claim 25, characterized in that: the internally threaded member includes a nut.

30. (Currently amended) ~~Apparatus~~ The patch, according to claim 25, characterized in that:

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the patch is mounted to the innerliner adjacent a shoulder portion of the tire.

31. (Currently amended) ~~Apparatus~~ The patch, according to claim 25, characterized in that: the patch is mounted to the innerliner at an area of the innerliner where the tire is thickest.

32. (Currently amended) ~~Apparatus~~ The patch, according to claim 25, characterized in that: the patch is mounted to the innerliner at an area of the innerliner where the tire is least able to dissipate heat.

33. (Currently amended) ~~Apparatus~~ The patch, according to claim 25, characterized in that: the patch is mounted to the innerliner at an area of the innerliner where the temperature samples are the most closely related to determining whether or not an internal breakdown of the tire is imminent.

34. (Currently amended) ~~Apparatus~~ The patch, according to claim 25, characterized in that: the patch comprises vulcanized rubber.

35. (Canceled)

36. (Currently amended) ~~Apparatus~~ The patch, according to claim 25, characterized in that: an electronic tag is disposed within the pneumatic tire; and the tag is substantially rectangularly-shaped and the side of the tag is substantially straight.

37. (Currently amended) ~~Apparatus~~ The patch, according to claim 25, characterized in that: the internally threaded member includes a nut; and the externally threaded member includes a bolt.

38. (Currently amended) ~~Apparatus~~ The patch, according to claim 25, characterized in that: the electronic tag is disposed within the pneumatic tire; and the electronic tag is adapted, in use, to:

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sense a first temperature which is the temperature of the tire innerliner adjacent to the belt edge;

sense a second temperature which is the air temperature within the tire; and

sense air pressure within the tire.

Claims 39-48 Canceled

49. (Currently Amended) A pneumatic tire comprising:

a central tread, a radially-extending belt disposed radially inwardly of the tread and a radially-extending innerliner disposed radially inwardly of the belt;

~~further comprising:~~ a patch having a first side disposed against the innerliner of the tire, a second arcuately-shaped convex side and an internally threaded member extending into the arcuately-shaped side;

wherein when an externally threaded member of an electronic tag is threaded into the internally threaded member of the patch, the electronic tag is external to the patch, and a flat side of the electronic tag at least partially abuts the arcuately-shaped side of the patch.

50. (Currently Amended) Pneumatic tire, according to claim 49, characterized in that

the electronic tag is disposed within the pneumatic tire; and

when the externally threaded member of the electronic tag is threaded into the internally threaded member of the patch, approximately one-half of the flat side of the tag is substantially in abutment with the arcuately-shaped side of the patch.

51. (Previously presented) Pneumatic tire, according to claim 49, characterized in that:

the patch is mounted to the innerliner adjacent a shoulder portion of the tire.

52. (Previously presented) Pneumatic tire, according to claim 49, characterized in that:

the patch is mounted to the innerliner at an area of the innerliner where the tire is thickest.

53. (Previously presented) Pneumatic tire, according to claim 49, characterized in that:

the patch is mounted to the innerliner at an area of the innerliner where the tire is least able

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to dissipate heat.

54. (Previously presented) Pneumatic tire, according to claim 49, characterized in that:  
the patch is mounted to the innerliner at an area of the innerliner where the temperature  
samples are the most closely related to determining whether or not an internal breakdown  
of the tire is imminent.

55. (Previously presented) Pneumatic tire, according to claim 49, characterized in that:  
the patch comprises vulcanized rubber.

56. (Currently Amended) Pneumatic tire, according to claim 49, characterized in that:  
the electronic tag is disposed within the pneumatic tire;  
the internally threaded member of the patch includes a nut; and  
the externally threaded member of the electronic tag includes a bolt.